

COUNTRY East Germany Approved For Release 2004/02/10 : CIA-RDP80-00810A000600510007-2 25X1A
TOPIC Neuruppin Airfield
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25X1 PLACE OBTAINED 25X1
DATE OF CONTENT 23 December 1952 to 26 January 1953
DATE OBTAINED 25X1 DATE PREPARED 19 February 1953
REFERENCES
PAGES 4 ENCLOSURES (NO. & TYPE)
REMARKS

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1. The following air activity and aircraft were observed at Neuruppin airfield between 23 December 1952 and 17 January 1953:

23 December. Between 10 a.m. and noon, there was air activity by Po-2s and three individual take-offs were made by MiG-15s over Neuruppin airfield.

25 December. Between 10 a.m. and 2 p.m., there was a little air activity by five MiG-15s.

26 December. At 10:45 a.m., nine canvas-covered swept-back jet fighters, including four with auxiliary fuel tanks, were parked on the eastern turning apron of the runway. The entire runway was cleaned of snow and at its edges, the snow was swept together leaving the lamps free. At 11:45 a.m., a man wearing a fur-line jacket climbed on the left wing of a MiG-15, opened the cabin flap to the right, and entered the cabin. After closing the flap, a noise was heard which resembled the noise of the flywheel starter unit of a Ju-52 plane. After some seconds, the engine was started and ran for about 2 minutes making a dull roaring noise. Then, the engine was stopped and the man descended from the plane. At about noon, source heard from another point of observation that an engine was run for 2 minutes and, subsequently, a take-off was observed. Air activity continued until 4 p.m.

12 January. At 12:30 p.m., there was no air activity in foggy weather. Visibility was limited to 500 meters.

13 January. At about 10 a.m., there was local flying while the closed cloud base was at an altitude of about 300 meters. Air activity was discontinued at about 2 p.m. At 11 a.m., jet planes were heard flying over the clouds. In the afternoon, the weather cleared up to 5/10 overcast and night flying was made by Po-2s between 5:10 and 8 p.m.

14 January. After 11:30 a.m., swept-back jet fighters took off at intervals of about one hour. There was a 6/10 overcast at an altitude of 800 meters.

16 January. At 9:20 a.m., four alert planes were parked on the eastern turning apron. Throughout the day, there was a closed cloud base at an altitude of 500 meters and good visibility. No air activity was observed. About 100 men removed snow from the runway.

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17 January. At 1:30 p.m., [] that the entire runway was free of snow. There was ground fog in the morning and clear visibility in the afternoon. No air activity was observed. Soldiers moved between the four alert planes and the nearby temporary buildings.¹

2. The temporary building at the eastern end of the runway, which was used by the crews of the alert planes had electric light since about mid-December 1952. The light was on throughout the night. Lines which connected this temporary building with the eastern hangar were high enough laid that aircraft could taxi underneath.
3. During some months, it was repeatedly observed that the train running the Neuruppin-Herzberg-Loewenberg line carried groups of up to 20 flight personnel who had come from the airfield to the railroad station with their luggage. In Loewenberg, the soldiers changed into trains toward Gransee. Personnel repeatedly arrived in Neuruppin in the same way. After Christmas 1952, many officers with their luggage were observed.²

4. Since about 1 January, there was more intensive air activity. [] remembered that, in about May and June 1952, there had been the same type of air activity which began by Po-2s and continued by Yak-11s and type-29 planes, including individual flights by MiG-15s. Later, take-offs in elements of two, firing practices at ground and airborne targets and formation flights were made. [] had the impression that a new period of training was started with the Po-2 planes.

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5. On 5 and 9 January, individual flights were observed at the field. In early January, [] observed that excavating was under way in the gap of the fence probably for closing the gap. []

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6. The following observations were made at the field between 15 and 26 January:

15 January. No flights were made by swept-back jet fighters. There was a closed cloud base and visibility of 1 to 2 km. Between noon and 4 p.m., two Po-2s practiced local flying, taking off and landing.

16 January. The sky was again overcast and visibility was limited to 1 or 2 km. It thawed and there was a light drizzle. No activity was observed at the field throughout the day.

17 January. About 30 men cleared the runway of snow during the morning. There was a closed cloud base and fog. No air activity was observed.

18 January. There was no air activity in foggy weather.

19 January. There was a closed cloud base and a visibility of 2 km which became better after 11 a.m. At 9 a.m., the thermometer showed 2 degrees Centigrade above zero. Between 1:30 and 4:10 p.m., there was air activity by swept-back jet fighter []

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[] The aircraft flew individually, in elements of two, at high altitudes and approached at beacons.

20 January. There was no air activity in foggy weather.

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22 January. After 9:45 a.m., there was a closed cloud base at a medium height and visibility of over 15 km. Air activity was performed by swept-back jet fighters [redacted]

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[redacted] The aircraft flew individually and in elements of two over the field and at high altitudes. In the area northeast of Storbeck, individual MiG-15s practiced firing at mobile targets at an angle of about 30 degrees. The target representation consisted of discs, 2 meters square, attached to narrow-gauge field lorries, which were probably towed by ropes. After the individual approaches, a Soviet soldier noted the scores. There was air activity by Po-2s at the same time.

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23 January. After 9:43 a.m., aircraft without auxiliary fuel tanks [redacted] flew individually and in elements of two. There was a 5/10 overcast and visibility of over 10 km. Firing was again practiced northeast of Storbeck. Day flying lasted until 4:45 p.m. Between 6 and 7:20 p.m., there was night flying by swept-back jet fighters which took off and landed individually.

24 January. Between 11:30 and 11:50 a.m., two individual local flights were made by MiG-15 and type-29 planes. There was a closed cloud base and visibility of 1 km. Several Po-2s, 1 IL-10, 2 Yak-11s, and 21 MiG-15 and type-29 planes were counted at the field.

25 January. There was no air activity. The sky was overcast and visibility was limited to 1 km.

26 January. There was fair weather and a visibility of over 20 km.

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[redacted] During the air activity, the engines were started in front of the hangars. After warming up, the planes were towed to the take-off point. After 5:45 p.m., taking off and landing was practiced. Air activity still continued at 9 p.m.¹

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7. On 21 January, hollows for the poles of a fence were excavated along Wittstocker Allee and on 25 January, the poles lay beside the hollows. On 16 January, [redacted] observed that the barbed wire fence along the western edge of the field had no gaps.²

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8. At 10:45 a.m. on 9 January, an American sedan with the black No 39 on a yellow ground and the American flag was parked in front of the komendatura in Sesstrasse. The sedan was occupied by an officer and 3 EN. [redacted]

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[redacted] Comment. Neuruppin airfield is occupied by a fighter regiment. The observations show that air activity was resumed in full strength depending on the weather. Air activity includes training of the old pilots and probably initial training of new pilots who arrived at the field after the fall maneuvers. A comparison with the air activity at other airfields leads to the conclusion that particular intensive training is apparently conducted by young pilots

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at Neuruppin airfield. This may be due to the presence of more Po-2s than usual. Firing at mobile ground targets is reported for the first time. This shows that even the fighter units lay much stress on firing practices at ground targets. [REDACTED]

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25X1A 2. [REDACTED] Comment. Personnel were probably being rotated. This may be connected with the initial training of young pilots.

25X1A 3. [REDACTED] Comment. The information that the gaps in the board fences were closed by barbed wire was also received from Laerz airfield.

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